

STATES STILL CONTROL RAILROADS, SAYS TEAL

Portland Attorney Asserts Public Has Placed the Wrong Construction on Recent Supreme Court Decision in Minnesota and North Carolina Cases.

It has been the general impression that the recent decision of the United States supreme court in the railroad rate cases will have the effect of putting an end to all regulation of rates by state legislatures and the state railroad commissions. In the opinion of J. N. Teal, however, this is a mistaken interpretation of the supreme court's decision. Mr. Teal, who returned last Monday night from Washington, D. C., where he argued the lumber rate case before the interstate commerce commission, gave an interesting statement this morning of his view of the decision.

"The recent decision of the supreme court passing on the Minnesota and North Carolina laws has focused attention on legislation, both state and national, having for its purpose the control of carriers, and this question is easily the primary one before the public today," said Mr. Teal.

Do Not Miscalculate.
"It seems to have been taken for granted that the effect of these decisions is to eliminate state control of railroads in local matters. While I have not read the opinions, from what I have heard of them in the public press, I have seen nothing that modifies the previous decisions of the same court sustaining such control by the states, and I am confident that the attention would have been specifically directed to this fact and the reasons given therefor. As I understand it, the two propositions announced by the court were substantially as follows:

"First. That a law regulating rates is unconstitutional where the penalties are so great as to practically prevent a company or its officers from appealing to the courts.
"Second. That a federal court has jurisdiction to pass upon the constitutionality of the law in proper cases, and in the meantime it is necessary to enforce the enforcement of the law until the constitutional question is determined.

"There is nothing revolutionary in either of these propositions. The danger lies in their application. The chief criticism appears to be based upon the theory that a federal court will on complaint or on complaint sustained by affidavits only, without a hearing, enforce the enforcement of state laws or findings and orders of state commissions, and will declare state laws unconstitutional upon slight grounds.

"Personally I do not think this will be the case, and I see no reason why the same weight will not be given to findings of a state commission as is given those of the interstate commerce commission. If, however, the railroads on every occasion appeal to the federal courts and the courts grant injunctions as a matter of course, and state laws are held to be unconstitutional except when clearly so, a condition will then arise that will lead to a state of affairs which many now think is both unwise and undesirable. In dealing with this question the following propositions may be accepted:

"First. The control of the carriers in the interest of the public will be maintained.
"Second. The carrier will resist at all times any measure of control and concede it only as it has to.
"It is obvious that there never will be any agreement as to the limits of this control. Within the state and operating on intra state rates and practices the power of the state commission or legislature are as great as they ever were.

States Will Regulate.
"The appeal to the federal court has always existed and has been resorted to times without number. The right to regulate their local affairs will be maintained by the state, and if this issue is forced there will not be a number of congresses who will not be pledged to remedy through congressional legislation such a condition. To assume that the people will permit for any length of time a procedure that in itself will amount to a denial of justice is absurd. The state will not permit themselves will but aggravate the situation and increase the resentment. The wise railroad man will meet the situation in a proper spirit. If the issue is to be control of the country by the railroads, or control of the railroads by the country, the result will not be long in doubt.
"It has been evident to every student of this question for a number of years that the most effective advocates of public ownership have been the railroads. While they themselves use every power to prevent the enforcement of a law through the injunction and otherwise until after a hearing they oppose with all their might any amendment of the law giving the shippers the right to be heard upon advances in rates before they become effective.

Should Protect People.
"While insisting upon the right to enforce the enforcement of a law, they bitterly contest the right of shippers to enjoy an unlawful rate. By all laws, national and state, an unreasonable or

discriminatory rate is declared to be unlawful, and it would seem that the people should be entitled to protection against confiscation or illegal acts to the same extent as the railroads, and I believe they are. To place the control of all rates and practices in the hands of the interstate commerce commission would, in my opinion, be as much of a mistake as to place all court proceedings of every kind in the hands of the federal courts and wipe out all local courts. The interstate commerce commission is very deeply interested in the outcome of the Spokane rate case, now pending before the interstate commerce commission. Concerning this case, Mr. Teal said:

Spokane Rate Case.
"No decision has yet been announced in the Spokane rate case and it seems to be somewhat uncertain when it will be. This does not mean that this case is not receiving serious consideration. On the contrary, its importance, its complications and the results that may follow from a decision require the most careful thought and consideration. However, it seems to me that the city of Portland is in a position to protect its interests in any event. It has the confidence of the public and the support of distribution, and it has the rivers running past its doors to distribute them if necessary. Indeed, it has been pointed out innumerable times, our waterways will in the end be our sure reliance. This city should spare no effort to secure and maintain deep water from Portland to the sea and free and open navigation to all parts of the Willamette valley and eastern Oregon and Washington. With this done the commercial supremacy of Portland is assured.

Overworked Body.
"The interstate commerce commission is probably the hardest worked body of public men in the United States today. All of their time is given to the cases pending before them, and they enjoy the confidence of the public, the railroads, and of the executive departments and congress. They are working very hard to establish so far as possible principles upon which rates will be based, as well as rules of procedure to expedite matters coming before them, and in this way they are succeeding to a very large extent.

President Roosevelt has called a conference of the governors and leading citizens of the various states, to be held in Washington next month, for the purpose of considering the conservation of the natural resources of the country. In discussing this subject, Mr. Teal said:

"The conservation of natural resources is an object that has received a great deal of attention, and not only the ideal, but many other persons of great influence are greatly interested in it. The purpose is to conserve our natural resources for all time and to make them as useful as possible. It is also proposed to so organize a department that the various classes of works which are complementary can be handled together.

Oregon's Interest in Waterways.
"For instance, in the improvement of a river, if at the same time the power of the water for irrigation and power can be developed, it will be done. No state in the union has a greater interest in the general proposition than Oregon, and we should unite in supporting the administration in forwarding any and all measures to carry out the recommendations made by the president on this subject.

"Ordinary prudence would suggest that we suspend the operation of the laws in this state relating to the taking up of water-powers until one can be framed that will protect the interest of the public at large in this great natural resource. At most but little inconvenience would result, as the subject can be studied and a law prepared to submit to a following legislature. It may be that we will not awaken to the importance of this subject until substantially all of our water-powers have been filed on and passed into the hands of individuals.

Mr. Teal is hopeful of a decision favorable to the lumbermen of the northwest in the lumber rate case recently argued before the interstate commerce commission.

Early Decision Expected.
"There is little to add to what has already appeared in the press giving the accounts of the proceedings in the lumber rate cases before the interstate commerce commission," said Mr. Teal.

"Counsel for the various railroads made able and exhaustive arguments and presentations from their stand point and the facts are now before the commission. An early decision is expected. I think that the outcome will be favorable to the lumbermen, and a reduction of the rates to the old basis will result in benefit to the railroads and lumber industry alike. This means that the raising of rates will not necessarily increase revenue, but on the contrary will reduce the revenue. It is recognized that these cases are the most important the commission has had before them and the decision will be awaited with intense interest."

Letters from the Public

GOLD DREDGING IN OREGON

Portland, Or., April 1.—To the Editor: A most remarkable demonstration of how the currents of thought of men and communities can be guided and moulded by the intensely earnest effort of one man was given in the final chapter of our country Saturday when Mr. Thomas Lawson, by his magnificent genius, attracted the attention of the entire country to the marvelous profits so plainly and convincingly that in the short space of two hours the public absorbed the entire offering of 15,000 shares of Yukon Gold Dredging stock and had paid a premium therefor of something over \$1,400,000. That this offering was a success is a fact which is no question. How did he do it? By including the investors of this country to pause in their daily routine and realize the truth of the possibilities he presented. I presume that his attention as his statements in the public press seem feasible and reasonable, moreover, a number of close corporations, who must be kept in the dark, are known to have obtained even greater results than he intimates, and yet I believe there are better opportunities here in Oregon, opportunities that will pay larger profits and appear even more feasible and reasonable.

There are many streams flowing through the interior of this state, in the valleys of which are known to be vast deposits of auriferous gravel, carrying greater or lesser values, that are unquestionably yielding fabulous profits to the working of the modern dredge.

I believe the Western Exploration & Dredging company is offering one of the opportunities the public will soon realize they have neglected. This was the first gold dredging company of any considerable importance and undoubted merit, to offer its stock to the public. They have for months been saying what Mr. Lawson repeated in every paper in the land. They interested me; I investigated and found the company was managed by representative, successful, business men. I believe in the future outcome of their enterprise. I found they were operating on a safe, cautious, conservative basis, testing their deposits as they went. I saw the gold taken from their test shafts and drillings, and found they knew what they were doing; I bought a block of their stock and I now believe by comparing the two that, good as Yukon Gold may be, and probably is, that at the end of five years this Oregon company will have paid more money in dividends and will be selling at a higher price per share in the markets of the world, than Yukon gold.

Oregon is good enough for me. Let us realize our own opportunities; let us develop our own resources, and get as many others beyond the mountains, as will, to come and help us. There is room for all.—S. L. Farmer.

BAKER KNIGHTS TO DEDICATE NEW HALL

Two Days' Celebration Will Be Held by Lodge Members.

(Special Dispatch to The Journal.)
Baker City, Or., April 2.—With the finishing of the Knights of Pythias castle on First and Washington streets comes announcement of the dedicatory services accompanied by a general Pythian demonstration on April 21. Nothing is left undone by that popular order to complete the magnificent building and dedicate in the most loyal and earnest way possible.

According to the plans now formed and which will start the anchor on a street parade on the afternoon of April 21. The parade will be headed by the Baker Concert band, then the uniform ranks of the lodge grand officers in carriages, and rank and file of the subordinate lodges. Immediately following the parade the dedicatory services will take place in the auditorium of the new castle to which the general public is most cordially invited. This will occur at 2 o'clock. Besides the dedicatory speech and response there will be several musical numbers by the best local talent.

The evening tables will be spread in the banquet hall of the new building and plates laid for all Knights of Pythias who may be in the city. W. S. Levens will be toastmaster on this occasion and an interesting program is being arranged.

On April 22, the night following, there will be a grand invitation ball. This will be one of the brilliant social events of the year. Special music is being arranged for and many are looking forward to the occasion with much anticipation.

Some evening before April 15 members of the Pythian order and their families are going to meet in the new castle and have a "house warming."

CRUISERS START FOR SOUND NAVY YARD

(United Press Leased Wire.)
San Francisco, April 2.—The Cruisers California, Tennessee and Washington, over which Rear-Admiral Uriel Sebree is commander, raised anchor in San Francisco bay yesterday and started for Puget sound. Arriving in the north, the vessels will later proceed to the Bremerton navy yard, where they will be given an entire over-hauling.

The cruisers will arrive on Puget sound the latter part of the week, where the men or board the Tennessee and Washington will be given their first glimpse of the northern country. It is hardly expected that the California would accompany the other two cruisers, but once the order to start was given, the former was ordered to follow the flag and the Washington in the run down the bay. All of the ships are expected to remain at Bremerton until the first of May when they will return to San Francisco to participate in the great reception to the 16 battleships from the Atlantic.

CHILDREN DISCUSSED AT ATLANTA TODAY

(United Press Leased Wire.)
Atlanta, April 2.—Questions that bear directly upon the development of the child are being discussed today by some of America's most distinguished men and women, who are attending the opening session of the national child labor committee.

Aside from the regular business sessions, which will last three days, large meetings will be addressed in the opera house by men of national reputation. Among the prominent members of the committee are Secretary Taft, President Roosevelt, Governor Hoke Smith of Georgia, Cardinal Gibbons, John Mitchell, the labor leader, Jane Addams and Senator Tillman.

THOUSANDS OF WAISTS AT ONE-HALF PRICE

The Surplus Stock of Hard Pressed New York Makers Captured at 40c on Dollar

Another FRIDAY and SATURDAY SENSATION!

\$25.00 Tailored Suits \$12.79

Splendid Line of Women's Walking Suits, in worsteds, both plain and fancy checks, brown, blue and black Panamas, in all the newest shades that have found favor this season. The coats comprise many improved late season models, all strictly man tailored; some embroidery collars and cuffs, others Persian braid trimmed; skirts full gored, folds and deep bands, all sizes. Many of these suits are priced at \$25 to \$30 in main stores. Annex price tomorrow and Saturday

\$12.79

Women's \$18 and \$16.50 Tailored Suits \$9.98

Women's all wool, in plain and fancy shades, all satin lined garments and finished high grade throughout, high class values everywhere at \$18. Tomorrow and Saturday

\$9.98

Women's \$7.50 Ecru and White Net Waists \$3.95

All new styles, with beautiful lace and medallion trimmings, all sizes; every one a \$7.50 value. Choose tomorrow and Saturday

\$3.95

A WAIST SALE WITHOUT AN EQUAL!

3,000 WAISTS IN ONE SENSATIONAL SALE—YOU BUY THEM AT LESS THAN THE MAKING COST—A Waist sacrifice that stands alone—unequaled, unparalleled. The most exquisite and richest of the season's Waists, at figures that give you two to three for the usual price of one. Elegant creations of finest and sheerest lawns—many almost literally covered with lace and embroidery trimmings—lingerie and other models—all from the world's most noted makers—EVERY WAIST IN THE LOT WORTH \$2.00 and \$2.50—CHOICE

98c

98c Ea. Only 98c—AND YOU PICK THE BEST IN THE LOT 98c Ea.

While They Last—Just 40 Women's \$12.50 Covert Coats

High grade imported covert. This high grade, snappy garment is just burdened with style; tight-fitting 27-inch jackets covered with quarter-inch strap running over shoulders, front and back, neat collar and cuffs, satin lining, beautifully finished and really worth \$12.50—that's what the main stores ask. Annex price tomorrow and Saturday..... \$5.95

1800 Pairs of the Finest Sample Hosiery Every Pair HALF PRICE!

Just a few of the bargains in our great Hosiery Sale are Women's Cotton Stockings, in black and colors; also allover lace and boot effects. They are bargains that ought to create a sensation. Read on

25c and 40c Women's Tan Hose, Choice	75c Fancy embroidered Lisle Hose	75c Allover Lace Hose	50c Black Maco Hose	50c Black embroidered Hose
19c	39c	39c	25c	25c

Entire The ANNEX Entire

Corner 5th and Alder

New Spring Goods Specially Priced

The most remarkable values ever offered at this season by any Portland house. Many of these advertised specials have just arrived by express, during the past week. We promise handsome savings on every purchase.

LADIES' SUITS

All the new, up-to-date styles, values to \$37.50—

Friday Only

\$17.95

MERRY WIDOW SAILORS

This Charming Hat has taken the town by storm. Friday we will offer a special lot of handsome styles at

\$3.50

Skirts

Panama and Voile Skirts, all colors, values up to \$12.50, Friday only. \$4.50

WAISTS Silk Petticoats

Astonishing bargains in high-class Linen and Silk Waists. Positive values as high as \$15.00— Choice Friday only \$4.95 SEE WINDOW

The greatest and best selection in Portland, all colors, including plaids—values up to \$12.50—Friday only ... \$4.95

J. M. ACHESON CO. Cor. Fifth and Alder Streets

CAPTAIN ACCUSED OF BEING DISRESPECTFUL

(United Press Leased Wire.)
Port Townsend, Wash., April 2.—A court martial of Captain H. G. B. McClure, coast artillery, convened at Fort Worden today. The accused officer is charged with a violation of military law in disrespect to a superior officer.

Nebraska Teachers Meet.

(United Press Leased Wire.)
Norfolk, Neb., April 2.—The North Nebraska Teachers' association began its twenty-second annual meeting in

President's Salary.

(United Press Leased Wire.)
La Paz, Bolivia, April 2.—Congress has just fixed the salary of the president of the republic at \$15,000 a year.

LODGE PLANS ROYAL WELCOME TO BOAT

(Special Dispatch to The Journal.)
Baker City, Or., April 2.—The Woodmen of the World of this city are planning for one of the biggest events in their history when the head officers of the organization will be here from Denver on April 18. The head of the head camp will be here to personally confer degrees upon the applicants, which will number about 200. Delegates from La Grande, Union, Elgin and Sumpter will be present and it is probable that special trains will be run for their benefit.

OREGON SHEEP QUITE CLEAN THIS SEASON

(Special Dispatch to The Journal.)
Pendleton, April 2.—The federal stock inspectors are now busily engaged with the work of inspecting the sheep of the state, and within a short time three or four million sheep will be cleaned in the field by Dr. McClure. Re-

Morning Glory Wheat Meets from Sea

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Two men and the middle of May every band of sheep within the state is to be inspected by the federal men, and sheep found scabby or exposed will be ordered dipped at once.

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Put This Stove in Your Kitchen

It is wonderfully convenient to do kitchen work on a stove that's ready at the instant wanted, and out of the way the moment you're done.

Such a stove is the New Perfection Wick Blue Flame Oil Cook-Stove. By using it you avoid the continuous overpowering heat of a coal fire and cook with comfort, even in dog-days. The



NEW PERFECTION Wick Blue Flame Oil Cook-Stove

is so constructed that it cannot add perceptibly to the heat of a room; the flame being directed up a retaining chimney to the stove top where it is needed for cooking. You can see that a stove sending out heat in but one direction would be preferable on a hot day to a stove radiating heat in all directions. The "New Perfection" keeps a kitchen uniformly comfortable. Three sizes, fully warranted. If not with your dealer, write our nearest agency.

The **Rayo Lamp** is the ideal lamp for family use—safe, convenient, economical, and a great light giver. If not with your dealer, write our nearest agency.

STANDARD OIL COMPANY